



Hongkong Daily Press.

ESTABLISHED 1887.

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No. 20,311 號一十百三第萬二第 日八十月六年亥癸 HONGKONG, TUESDAY, JULY 31st, 1923. 二拜禮 號一十三月七年二十國民華中 PRICE, \$3 PER ANNUM

INTIMATION

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PEAK TRAMWAYS CO.
LIMITED.

TIME-TABLE.

WEEK DAYS.

7.00 a.m.	7.10 a.m.	Stop
7.20 " "	8.00 " "	every 15 minutes
8.00 " "	8.20 " "	10 "
8.30 " "	8.40 " "	Stop
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9.04 " "	9.14 " "	Stop
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9.20 " "	9.30 " "	Stop
9.30 a.m.	10.00 p.m.	every 10 minutes
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SATURDAYS.
Extra Car—12 midnight.

NIGHT CARS—WEEKDAYS AND SUNDAYS:
8.30 p.m., 9.00 p.m., 9.30 p.m.

SPECIAL CARS
By Arrangement at the Company's Office
ALEXANDER BUILDINGS.
Hongkong, 1st June 1923.

KOWLOON-CANTON RAILWAY.
TIME-TABLE.

On and after FRIDAY, SEPTEMBER 15th, 1923, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS.

Station	No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10	No. 11	No. 12	No. 13	No. 14	No. 15	No. 16	No. 17	No. 18	No. 19	No. 20	No. 21	No. 22	No. 23	No. 24	No. 25	No. 26	No. 27	No. 28	No. 29	No. 30	No. 31	No. 32	No. 33	No. 34	No. 35	No. 36	No. 37	No. 38	No. 39	No. 40	No. 41	No. 42	No. 43	No. 44	No. 45	No. 46	No. 47	No. 48	No. 49	No. 50	No. 51	No. 52	No. 53	No. 54	No. 55	No. 56	No. 57	No. 58	No. 59	No. 60	No. 61	No. 62	No. 63	No. 64	No. 65	No. 66	No. 67	No. 68	No. 69	No. 70	No. 71	No. 72	No. 73	No. 74	No. 75	No. 76	No. 77	No. 78	No. 79	No. 80	No. 81	No. 82	No. 83	No. 84	No. 85	No. 86	No. 87	No. 88	No. 89	No. 90	No. 91	No. 92	No. 93	No. 94	No. 95	No. 96	No. 97	No. 98	No. 99	No. 100																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
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Is a safeguard against colds as with excessive
perspiration it never strikes chilly. Excellent
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Is economical as with repeated washing it
does not shrink and wears well.
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SUIT CASES and TRAVELLING RUGS
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Gents Ladies and Children.

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Accumulators.

Hand Size \$10
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ELECTRICAL DEPT.,
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RING UP: 196 OR 198
For All Wool

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of All Sizes.

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CORRESPONDENCE. "WEIHAWEI AND TSINGTAU."

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

SIR.—Under the above caption *The Hongkong Daily Press* of the 27th ult. has an interesting leading article in which the writer asserts, "when one calls to mind the speed with which the much bigger undertaking of the retrocession of Kiaochow was carried into effect, it does seem surprising that the leisurely negotiations in the case of Weihaiwei have not excited already a good deal of critical comment in Japan."

It would seem, Sir, that there is much misapprehension as to what really has occurred at Tsingtau. It is true that the Japanese forces have been withdrawn to be followed promptly by the seizure of the town by local bandits, now busily engaged in the equally honourable occupation of "protecting" the place as its police men! But the "speed" with which the Tsingtau negotiations were carried through is largely due to the fact that two important questions have been reserved for settlement by the diplomats of the two Governments, questions of the extreme importance to private interests. They are: (1), "adequate representation of foreign interests in municipal affairs"; (2), "due safeguarding of foreign property rights." (The quotations are from Lord Balfour's note of February 3rd, 1922, to Mr. Alfred Sze, the Chief Chinese Delegate at the Washington Conference.)

That note contained a further stipulation "some intimation of the willingness of the Chinese Government to grant facilities for the linking up of Weihaiwei with the hinterland by railway," and, Lord Balfour added, "These and other similar matters, such as the precise nature of the port, will naturally have to be adjusted by mutual consent."

During the British occupation the trade of Weihaiwei has grown from £30,000 to £1,250,000, approximately. This remarkable increase is due in part to the fact that British administration is a guarantee of "almost perfect" security of person and property, and honest and efficient government. But it is also due to the equally important fact that Weihaiwei under the British flag has been, like Hongkong, a free port. Placed, as it is, at the extreme end of the Shantung Promontory, in a mountainous and unproductive district, it will readily be admitted by those disposed to exercise a little common sense that the geographical situation of the port is decidedly unfavourable. It should also be obvious to the unbiased mind that, in open competition with the old-established Treaty Port, Chefoo, on the one side, and with Tsingtau and its railway on the other, both nearer the producing centres of the interior, Weihaiwei will be hopelessly handicapped, for though the precise nature of the port "has yet to be announced, it will certainly cease to be a free port. Hence the extreme importance of Lord Balfour's suggestion of a link with the hinterland—some capital expenditure that will save the port from decay and disaster.

Unlike the Japanese, the British Government has decided that these "matters of detail" must be settled "before the transfer can be effected"; and, under the circumstances, it is improbable that "critical comment" will be provoked in responsible quarters in Japan, or in America—certainly not among the diplomats—over the long delay in the fulfilment of the public promise regarding Weihaiwei given by Lord Balfour at Washington on February 1st, 1922. For to the thinking man it must be obvious that the promise is not easy to fulfil with "due safeguarding" of foreign interests.

To those who are familiar with the circumstances it should be apparent that the problem set the joint Retrocession Commission is extremely difficult and complicated. To many it will seem that it has no satisfactory solution, and that to reach, in the present disordered state of China, for a formula that will satisfy all parties concerned is to follow a Will-o'-the-wisp. On the one hand you have the insistent demand that there shall be restoration to the "complete sovereignty" of China, and there is no question that some of the stipulations of Lord Balfour's note conflict with "sovereignty." As the *Peking and Tientsin Times* (February 13th) puts it, "We do not think that anyone familiar with the situation on the spot would ever have put forward such stipulations." On the other hand you have the determination of our authorities to secure adequate protection of foreign interests—the more necessary since Government has formally repudiated liability to pay compensation for losses that may follow its action. The people who, in reliance on official assurances, settled under the protection of their flag at Weihaiwei, cannot, in honour, or in justice, be left in the lurch; and, as the *Tientsin Times* states, "These residents' look to the British Government either to guarantee them the continuance of those privileges which attracted them to Weihaiwei, or to grant or procure them adequate compensation for the loss of a legitimate means of livelihood."

At Washington Lord Balfour stated that Britain would surrender her leasehold "under like suitable conditions" as "the rest of the Province of Shantung." The Japanese, with commendable astuteness, have postponed the discussion on two points of vital importance to private interests; and will await the decisions of the Anglo-Chinese Commission. Obviously the demand will be for "like suitable conditions" for Tsingtau! Further, the question of "adequate representation of foreign interests in municipal affairs" has remained unsettled for five years in the ex-Russian and ex-German concessions at Tientsin and Hankow and foreigners with property in them have every justification for refusing to pay rates and taxes till the question is settled satisfactorily. For one reason or another, it would seem, neither of the two Governments

negotiating the retrocession of Weihaiwei can afford to be generous. In fact, generosity in this international deal is conspicuous by its absence, and each side has been sticking out for its pound of flesh.

From all this it will be seen that the negotiations have been prolonged because highly important interests are at stake; because the problem is exceedingly complex and new precedents are being established.

The man-in-the-street will readily admit that, Washington, where East met West in conference, is the *fons et origo* of all our troubles, and that there the diplomats of the world were guilty of a serious error of judgment. That Conference admitted in principle that China had outgrown the swaddling clothes imposed on her by the western Powers; that the time had arrived to consider the question of the abolition of the foreigner's special rights and privileges. Recent events have shown how grievous has been that error, and our friend in the street will probably discover that even American statesmen will agree with him in thinking that it will be time enough to consider the demands of the Chinese diplomats and that abnormal individual, the pro-Chinese foreigner—the abolition of extrajurisdictional "concessions"; the disbandment of foreign-controlled police and volunteer forces; the withdrawal of legation guards and other military forces, etc., when China has put her house in order.

However this may be, the British delegation to the Conference announced in reference to Weihaiwei, "that it would be willing to consider restoration if this course would in any way contribute towards an agreement between China and Japan." (The quotation is from *The China Year Book*.) Having made the public promise England will, of course, have to keep it. But will the fulfilment thereof lead to British subjects incurring loss. Surely the obvious answer is in the affirmative.

There is high authority for asserting that we should "suffer fools gladly," but really, Sir, some of the arguments put forward by apologists for the unprecedented official attitude towards private interests would try the patience of a Job. Circumstances compel our prophet of smooth things to be busy and he is hard pressed for plausible excuses. One of the most puerile takes the form,—"You people have nothing to grumble about; when all is said and done, you will be no worse off than other British subjects in the smaller Treaty Ports like Chefoo." It is difficult to get him to see that it is precisely because Weihaiwei is not a Treaty Port, but a free port; precisely because, it was territory under the British and not the Chinese flag, that certain British subjects settled here 30 odd years ago, and that it is for this reason that local politicians have been contending that, in principle, on moral, if not on legal grounds, they are entitled to adequate compensation for provable losses, due to Government action.

With your permission, Sir, I should like to state a parallel case. Let us assume that, in the existing chaotic condition of the country, it was suddenly proposed, for diplomatic reasons, to abolish the British concessions at Shanghai and Tientsin, to restore them to the "complete sovereignty of China." Britons who have settled in these places would, of course, be no worse off than others "in the smaller Treaty Ports." What a shout would rend the welkin! Surely the reverberations thereof would penetrate even the quiet precincts of Whitehall and Downing Street and other retreats for the somnolent.—I am, etc.,

COLONIST.
Weihaiwei, July 20th, 1933.

"INCOME TAX IN CROWN COLONIES"
[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

SIR.—It is understood from the leading article in to-day's *Daily Press* that there is no proposal on the *tapie* for introducing income tax into this Colony, but it may be as well to place it on record, in case it is not generally known, that members of the Service and those employed in the Naval Dockyard, etc., already pay income tax to the Imperial Government. The amount is deducted at the source, both on pay and on Colonial allowance, the deduction from the latter being one of the Service grievances.—Yours, etc.,

NAVY YARDSMAN.
Hongkong, July 30th, 1933.

[We are indebted to our correspondent for his note. The fact which he mentions has been recognised by the framers of the Model Income Tax Ordinance, to which reference was made in the leading article. As the question is not one of immediate application to Hongkong, we thought it unnecessary to go fully into the details of the Ordinance, and, indeed, considerations of space made it impossible. However, it may be well to state here that Section 8 of the Model Ordinance provides for the exemption from income tax of the following description of income, amongst others:—

- (1) the official emolument received by the officer administering the Government;
- (2) the emoluments payable to members of the permanent consular service of foreign countries in respect of their offices, or in respect of services rendered to them in their official capacity;
- (3) the emoluments payable from Imperial funds to members of H.M. Forces and to persons in the permanent service of the Imperial Government in the Colony, in respect of their offices under the Imperial Government;
- (4) wound and disability pensions and gratuities granted to members of H.M. Forces and those who served in the late war;
- (5) incomes of local government and charitable institutions, unless derived from profit-making enterprises.—Ed., H.D.P.]

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The Label which is A CERTIFICATE of PURITY!

Both Brands are Beneficial!
FINEST LONDON OLD TOM
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DAIRY FARM NEWS

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FRESHLY MADE DAILY

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is guaranteed to destroy and exterminate every kind of insect pest disinfects and will destroy in 3½ minutes the Bacilli of Typhoid or other Fever.

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When the Doctor prescribes he expects the Druggist to fill the prescription with Pure Drugs. The quality of our Drugs, Medicines and Toilet Goods is not surpassed. Have the Doctor's Prescription filled here and the result will be satisfactory.

THE PHARMACY,
THE RED BUILDING, (OPPOSITE ICE HOUSE ST.)

MISS CARD'S BODY
RECOVERED.FOUND DROWNED IN THE
HARBOUR.

The mysterious disappearance of Miss E. A. Card, a resident at the "Kingsclere" Private Hotel, on Friday night, during the typhoon, has been solved. Her body was found in the harbour yesterday morning just before 8 o'clock.

The discovery was made by an employee of Jack A. Tai's, the stove-dress firm. He noticed the body of a European woman, fully clothed, floating in the water underneath the P. and O. pier. As he had had instructions to keep a strict look-out for a lady's body, he immediately reported the matter to Messrs. Butterfield & Swire, who, in turn, reported the discovery to the police. The body was taken from the water and sent to the mortuary.

The deceased was fully dressed, and was still wearing the rain coat which the watchman at the "Kingsclere" said she was wearing when she left the hotel at 11.30 p.m. on the Friday night, though the shawl which she had tied round her head on that occasion was missing. It was by means of her clothing and her jewellery that the late Miss Card's friends have been able to identify the body. Her face had been badly battered probably by the body being washed by heavy seas against the sea wall or pier and the features were not recognisable. Rapid decomposition had also made recognition of the body difficult.

A post-mortem examination was held at the Public Mortuary, yesterday morning. We understand the Medical Officer in charge found it difficult to determine whether there were any other subsidiary causes to bring about death in addition to drowning. The body had been so badly battered that it was difficult to say.

It is presumed of course that the severe battering of the body was caused by the heavy seas of the typhoon, the force of the waves being sufficient to hurl the body against the sea wall or the pilings of the wharves with considerable force.

Interviewed yesterday, Mr. T. H. King, the Deputy Superintendent of Police, said that there was no evidence to show how Miss Card came to get into the water. No evidence could be found to trace her actions after she had left the hotel on the Friday night. The case was a mystery. He added, however, that it had been apparent to those who knew Miss Card that she was suffering from a great mental strain for a week or so before her death, but what was the cause of it he did not know.

Asked if he thought it possible that Miss Card had accidentally fallen into the nullah close to "Kingsclere" and that her body had been carried down to the harbour by the great rush of water in the nullah, Mr. King said that such a thing was possible, but to him it seemed highly improbable.

THE FUNERAL.

The funeral took place in the afternoon, the procession passing the Monument at five o'clock. Almost the complete staff of Messrs. Butterfield & Swire were in attendance, and the floral tributes were both numerous and beautiful. The service was conducted by the Rev. H. Coppley Moyle.

During the day vessels in the Harbour were flying their flags at half-mast as a token of respect. The office flag also was flying at half-mast.

Among those in attendance at the graveside were Mr. G. T. Edkins, Mr. G. M. Young, Mr. J. Reid (manager of the Taikoo Dockyard), Mr. K. E. Grey (Chief Engineer of the Taikoo Dockyard), Mr. David Templeton (Taikoo Sugar Refinery), Mr. N. S. Brown and Messrs. C. H. Blason, J. M. McIlutcheon, F. W. James, Mr. and Mrs. Masson, Mr. M. M. Murray, Mr. F. A. Wells, and the office staff of Messrs. Butterfield & Swire, and Mrs. Droulette of Kingsclere.

Amongst the many who sent wreaths were Mr. and Mrs. Edkins, Messrs. Butterfield & Swire, the Taikoo Dockyard and Engineering Co., Ltd., members of the Refinery Department, members of the Navigation Department, stovedores of Messrs. Butterfield & Swire, and Jack A. Tai (compradore to Messrs. Butterfield & Swire). There were in addition a large number of private wreaths.

SPORT.

VICTORIA RECREATION CLUB.

WATER POLO SHIELD
COMPETITION.

The following 10 teams have entered for the Hongkong Water Polo Shield Competition:—R.C.A. (A), R.C.A. (B), Lusitana Recreation Club, United Athletic Club, Kowloon British School, Former Pupils' Association, V.R.C. (A), V.R.C. (B), King's Regt. (A), King's Regt. (B), Royal Army Medical Corps. The management through the courtesy of the Victoria Recreation Club are able to announce that the general public will be given an opportunity of witnessing these matches, and arrangements have been made for the matches to be played in the evenings after dinner, commencing at 8 o'clock. Two matches will be played each evening, will be made to non-members. The first games in the above competition commences on Friday, the 2nd of August, when the V.R.C. (B) plays the King's Regt. (B) and the R.C.A. (B) plays the V.R.C. (A) team.

To the programme of the Night Fete to-night has been added a Challenge Team Race of six men a side—King's Regiment versus Royal Garrison Artillery.

Entries for the various events are very good and if the weather is favourable, some good racing will be witnessed.

THE BRITISH EMPIRE
EXHIBITION.CHINESE RESTAURANT SCHEME
ABANDONED.

A meeting of the Committee of the Chinese Chamber of Commerce appointed to work in conjunction with the Hongkong General Chamber of Commerce regarding the forthcoming British Empire Exhibition was held at the Chinese Chamber of Commerce yesterday afternoon. Mr. Li Po-kwai, the Chairman of the Chamber, presiding. The meeting was fairly well attended, amongst those present being Sir Robert Ho Tung, the Hon. Mr. Kotewall, Mr. T. N. Chau, Mr. M. K. Lo and the Secretary of the Chinese Chamber (Mr. Ip Lan-chuen).

The Chairman explained that one of the purposes of the meeting was the nomination of Hon. Associate Chinese Commissioners to the British Empire Exhibition. I.E. the Governor had intimated that he was willing to appoint such Commissioners to accompany the Chinese exhibitors and to assist the Exhibition Commissioner (probably the Hon. Mr. E. R. Hallifax) to preserve the welfare of those who went from Hongkong to England during the period of the Exhibition. The Chairman suggested the names of Sir Robert Ho Tung and the Hon. Mr. R. H. Kotewall for nomination as Hon. Associate Commissioners.

Mr. Kotewall replied that he regretted he was unable to accept the nomination on account of pressure of business in Hongkong. He proceeded to give a résumé of the proceedings of the last meeting of the Committee of the two Chambers of Commerce which is dealing with the local arrangements for the British Empire Exhibition. He said that some little difficulty had arisen on the question of freightage of exhibits from Hongkong to London. The ruling at present appeared to be that a reduction of freight would not be granted on exhibits intended for sale, but on goods sent for exhibition purposes only. Up to the present final advice had not been received on the matter. Mr. Kotewall mentioned that the London Committee of the shops in the proposed Hongkong street which were considered most suitable were 18 feet (frontage) by 22 feet (depth). It was his opinion and that of Mr. T. N. Chau (who, with Mr. Kotewall, is a member of the Joint Committee) that the scheme for a Chinese restaurant at the Exhibition should be withdrawn in view of the lack of enthusiasm on the part of the Chinese, and also in view of the possibility that the time required for that part of the scheme to be carried out would interfere with other necessary arrangements. This view had been accepted by the Joint Committee.

As regards the application for exemption from duty on exhibits from Canton, the Hongkong Government had replied to the effect that it could not take up this matter. Mr. Kotewall suggested that the Chinese Chamber should write to the Canton Customs Authorities direct.

Finally, Mr. Kotewall proposed that Mr. Chow Shou-sen be nominated, with Sir Robert Ho Tung, as Hon. Assistant Chinese Commissioner.

This proposal was seconded and carried unanimously.

Some discussion followed as to the effect likely to be caused by the attitude of the Shipping Conference with regard to the application for reduced freight on exhibits, and several members expressed the opinion that if a distinction were drawn between exhibits for sale and exhibits for display Chinese support would be likely to be affected.

It was decided to defer further discussion on the matter until further information was received.

The Secretary of the Chinese Chamber announced that a great number of applications had been received for ships and probably 20 could be utilised if obtainable.

This concluded the business.

HARBOUR OFFICE FOR
SHAUKIWAN.NEW BUILDING TO DEAL WITH
NATIVE CRAFT.

As a portion of the Harbour Master's scheme for the complete re-organization of his department, a subordinate Harbour Office is to be opened at Shaukiwai tomorrow. The office is an entirely new building, situated in front of the Shaukiwai Police Station. This office is found necessary owing to the great increase of work concerned with native craft in the Harbour. A junk inspector will be placed in charge, and the work will consist of issuing licenses for junks and cargo boats, and giving permits to cargo boats for entering and leaving the Harbour. Native craft have for long provided a vast amount of work for the Harbour Office, and at last it has been found impossible to carry on simply with a subordinate office situated in the central building. Of late native craft within the Harbour have been steadily increasing, and the amount of work entailed in licensing these boats, keeping tally on each boat, and knowing where any craft is to be found if required within a few hours' notice, has been immense. The new office will also be of great advantage to native boatmen, a very large percentage of whom have their headquarters within the Shaukiwai district. Some idea of the number of small craft plying for hire within the Harbour will be gained when it is known that in the Shaukiwai district alone 2,600 licenses have been issued annually during the past few years to native boatmen. There will still be a junk inspector's office in the central buildings, but his department will be relieved of all work connected with Shaukiwai.

THE TYPHOON SHELTERS.

FOUR VESSELS WRECKED.

ARE THEY SAFE?

During the recent typhoon weather a moderate sized steam launch, a large fishing junk, a trading junk, and a harbour cargo boat were all sunk within the typhoon shelters at Yau-mai and Causeway Bay. Enquiries made by a Daily Press representative go to show that in each case the wreck was by no means the fault of the master of the vessel, but was entirely due to the roughness of the water within the shelters. Our representative was informed by a responsible official whose duties bring him in close touch with the shelters, that the state of affairs whereby craft could be sunk in a shelter built ostensibly to protect them from the elements is not irremediable. He pointed out that accidents such as these could not be anticipated when one considered that the shelters were themselves built in a landlocked harbour. But in this particular case tide and winds were all set in such a way that the Yau-mai shelter especially was very insecure. The mouth of this shelter acts in a direct South-South-Westerly direction, and as a natural consequence when typhoon winds come from that direction the seas simply roll into the shelter unimpeded. As is well known, the weather did set in that direction last week-end. Questioned as to the remedy, the official stated that had a breakwater been erected across the mouth of the Yau-mai shelter the force of the seas would have been broken, and it is extremely unlikely the wrecks would have occurred. He added that there was apparently nothing which would make the construction of such a breakwater impossible. He also advocated the building of a breakwater across the mouth of the Causeway Bay shelter. This bay also is largely at the mercy of wind and tide when the winds set in a certain direction, and although not so unprotected as the Yau-mai shelter during the last typhoon, it was still greatly exposed.

THE WRECK.

The steam launch sunk was the *Fai On*, an account of the disaster to which has already appeared in these columns. The *Fai On* met with her fate on Friday, in the Yau-mai shelter. According to the master of the launch his craft was lying anchored inside the shelter opposite the Kai Ping coalyard. A strong tide was running, and this, with the aid of high winds, resulted in the snapping of his anchor chain. The boat was helpless, and the seas simply dashed her up against the iron pier belonging to the coalyard. Her sides were partly stove in and she filled with water and sank. Fortunately, the crew managed to scramble ashore and no lives were lost, neither was anyone injured.

The cargo boat was also sunk in the Yau-mai shelter. The master states that his boat was moored against the Fraya wall at Mongkok. He had on board a cargo of 80 tons of coal, the property of Messrs. Thorpe & Co. His boat was in between a number of other craft of a similar kind, and all were subjected to heavy seas which came right through the mouth of the bay from the harbour. His craft was dashed up against the rest of the boats, and, by reason of her cargo, suffered heavily. Her sides were largely stove in, and she, also, filled with water and sank. No lives were lost and nobody was injured.

The Yau-mai shelter again, was the scene of the fishing junk's end. The latter was a particularly large boat of its class. She was simply the victim of waves and seas, and was made a complete wreck. The fact that she was not dashed against rocks, piers, or any other vessel makes the wreck all the more amazing. That seas within the bounds of a typhoon shelter—and that shelter built within a landlocked harbour—should possess the power to wreck a large fishing junk would appear almost unbelievable. However, the fact remains.

The trading junk came to grief in Causeway Bay. Her end was similar to that of the last mentioned junk, and she sank solely owing to the force of wind and waves.

It may be added that the steam launch *Fai On* was raised yesterday.

TYPHOON NEWS.

S.S. "HONAM" SLIGHTLY
DAMAGED.

The S.S. *Honam*, belonging to the Hongkong, Canton and Macao Steamboat Co., Ltd., was slightly damaged as a result of the typhoon on Friday. She left Canton for Hongkong on the evening of the typhoon and on coming out of the river into the open encountered very heavy seas, many of the waves being between 30 and 40 feet in height. The Captain considered it too dangerous to continue the journey, so he turned the vessel about and, after steaming some distance up the river, anchored for the night. On the following morning she steamed into Canton. During the storm the vessel was slightly damaged, several deck planks being lifted. One of the paddle boxes was also damaged, several pieces of the top boarding being carried away. The damage was not sufficient to prevent the vessel from running. She made the trip to Hongkong on the Saturday, and also the return trip to Canton the same evening, returning to Hongkong yesterday afternoon, when the Captain called at the office of the Company and reported the slight damage done to the vessel.

THE WATER METER SYSTEM.

INTRODUCTION OF SCHEME
TO BE POSTPONED.

We understand that the Government proposal to institute a water meterage system in the Chinese rider main districts—a proposal which is strongly objected to by the Chinese Community—has been postponed for the time being. A letter to this effect has been received by the Hon. Mr. R. H. Kotewall and the Hon. Mr. Chau Siu-ki (Chinese Unofficial Members of the Legislative Council). The letter states that H.E. the Governor has decided for the present that no change is to be introduced in the water supply system, but that such restrictions as are necessary in the times of shortage are to be continued in all rider main districts.

STATE OF HONGKONG
RESERVOIRS.

A correspondent who visited the Hongkong chain of reservoirs on Sunday afternoon writes:—

The level of the water in Wongnei-chong Reservoir is even now some feet from overflow level but the surrounding hills are still pouring in a considerable stream of water, principally from the catchwater which intercepts the surface water for nearly two miles around a neighbouring hillside.

Ty-tam Reservoir is within a few feet of overflowing into Ty-tam Byo-wah which, itself, has received a considerable addition to its volume of water from its own catchment area.

Ty-tam Intermediate presented quite a fine spectacle. Over it the massive dam water was pouring in a broad, white sheet into Ty-tam Tuk. That vast reservoir is nothing like full yet (being, it is learned from the office of the Water Authority, 53 feet below overflow level). All the reservoirs, however, were still receiving substantial contributions from the stream-hillside, Ty-tam having one very picturesque waterfall effect.

Our correspondent adds:—

One never fails to be impressed, on visiting the Hongkong Reservoirs with their beautiful surroundings and magnificent proportions. What a splendid monument they are to "the giants of the past." By the way, may one suggest that a useful addition to the notice boards about fishing permits and not bathing in drinking water would be the names of the various reservoirs and perhaps their capacities and dates of construction? And while the P.W.D. are in the neighbourhood doing that, if they will kindly undertake it, they might face up the milestones which are all quite illegible.

WATER PROSPECTS.

Enquiry at the office of the Water Authority elicited the information that Kowloon Reservoir is full to overflowing.

Though the Hongkong Reservoirs contain 200 million gallons more than at the corresponding time last year, economy is likely to be the watchword of the Water Authority for some time to come. The long, dry winter has to be taken into consideration and water must be carefully conserved so that the Colony faces the dry season with considerably more water in reserve than it has at present.

HONGKONG STEEL FOUNDRY
COMPANY, LTD.

MEETING OF CREDITORS.

A meeting of creditors of this Company was attended by Mr. Geo. Grimble, The China and Japan Telephone Co., Mr. A. Button (manager) and the Liquidator.

The Liquidator explained that the meeting had been called to determine whether an application should be made to the Court for the appointment of any person as liquidator in the place of, or jointly with, the liquidator appointed by a Committee of Inspection.

It was decided that no such application should be made, and the proceedings then closed.

HONGKONG SHARE MARKET

CLOSING QUOTATIONS.

July 30th, 1923.	
Hongkong and Shanghai	1,130 ss.
Banks	41 b.
Steamboats	215 s.
China Sugars	153 b.
Kowloon Wharves	Ts. 91 b. 2 d.
Shanghai Docks	27 b.
Hongkong Hotels	Ts. 90 s.
Shanghai Cottons	29 b.
Cements	43 s.
Hongkong Ropes	25 b.
Dairy Farms	1530 b.
China Lights	b—buyers; s—sellers; ss—sales.

WHAT IS EYE STRAIN?

The eye has certain tiny muscles. When objects we look at do not come up to a sharp focus in the eye, these muscles exert themselves unduly and enable us to see clearly in spite of the defect. These muscles tire and relax causing the objects looked at to become blurred and indistinct. Upon closing the eyes for a few seconds the muscles become more or less rested and objects are clear again for a brief period. Properly fitted glasses correct eye-strain, whether caused by astigmatism or age. The Hongkong Optical Co., successors to Clark & Co., Manufacturing and Refracting Opticians, 23, Queen's Road Central, have the equipment to fit you glasses properly.—ADT.

LANE CRAWFORD'S
SUMMER SALE

IN THE

WOMEN'S and MEN'S
DEPARTMENTS.

EVERYTHING IN THESE TWO DEPARTMENTS ARE BEING OFFERED AT COLOSSAL REDUCTIONS.

IN SOME INSTANCES GOODS ARE BEING OFFERED AT A PRICE FAR BELOW COST.

THIS IS NOT A SALE TO CLEAR ODD OR DAMAGED GOODS, BUT TO MAKE ROOM FOR OUR WINTER STOCKS.

LANE, CRAWFORD, LTD.

COTY'S

Parisian Perfume Essences.

**Emeraude, Origan,
Ambre-Antique,
Jasmin & Lilas, etc.**

LANE, CRAWFORD, LTD.

NEW STOCK

STEEL GUITARS,
UKULELES,
STRINGS,
CASES
TUTORS,
THIMBLES, NUTS, Etc.

ANDERSON'S

2, QUEEN'S BUILDINGS.

TEL. C. 1322.

Powell Ltd.
TELEPHONE C. 346.

SUMMER
SALE

NOW PROCEEDING.

Bargains in All Sections of the Store

CABLES.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

GERMAN COMMUNISTS.

ONLY ONE DISTURBANCE DURING WEEK-END.

BERLIN, July 29th.

The only trouble reported throughout Germany during the week-end was an outbreak at Neuruppin in Brandenburg, where the shops were plundered. The crowd also attempted to storm the prison with the object of releasing political prisoners and the police were compelled to fire, killing two and wounding seven. Order was restored on the arrival of police reinforcements from Potsdam. No demonstrations were held in the Ruhr area or the Rhineland.

EARLIER CABLES.

DEMONSTRATIONS PASS OFF QUIETLY.

BERLIN, July 29th.

Official reports hitherto received show that Communist meetings this morning all over the Reich passed off quietly. The attendance at the demonstration is declared to be poor. Ten thousand demonstrators went in procession to Leipzig, but there was no disorder.

LATEST CABLES.

"NO MORE WAR."

DEMONSTRATIONS IN VARIOUS PARTS OF ENGLAND.

LONDON, July 30th.

The fear that Europe is again slowly drifting to the brink of war was voiced in speeches at numerous "no more war" demonstrations during the week-end in different parts of the country. The principal one was at Hyde Park, attended by ten thousand persons, mostly women.

THE MATHY DISASTER.

RESCUE WORK ABANDONED.

LONDON, July 30th.

One body has been recovered in the Mathy mine disaster. The efforts to rescue the other twenty-six entombed men have been abandoned. Owing to the dangerous condition of the workings the pit has been sealed.

EARLIER CABLES.

ANOTHER COLLIERY DISASTER.

GAS EXPLOSION KILLS EIGHT MEN.

LONDON, July 29th.

Eight persons were killed and two seriously injured by an explosion in the Garsbore colliery, near Kilsyth. Twelve men in the pit were bricking in a large area when a gas explosion wrecked the work.

THE DOCK STRIKE.

HULL MEN RETURN TO WORK.

LONDON, July 29th.

The Hull dockers at a meeting to-night decided by a large majority to return to work to-morrow.

WORK FULLY RESUMED AT HULL AND TILBURY.

LONDON, July 29th.

Dock work at Hull and Tilbury has been fully resumed.

REPARATIONS DISCUSSIONS.

FRENCH AND BELGIAN DRAFT REPLIES READY.

PARIS, July 29th.

The draft Belgian reply to the British Note was handed in at the Quai d'Orsay this morning by the Belgian Ambassador, who had a prolonged conference with M. Della Rocca. The reply is being telephoned to M. Poincaré at Saint-Pierre.

PARIS, July 29th.

The Franco-Belgian draft replies will be handed to the Foreign Office on July 30th.

TAXATION IN GERMANY.

THE LOSS IN THE RHINELAND AND RUHR.

BERLIN, July 29th.

The Government Manifesto states that with a view to strengthening the financial situation, an advance payment of income tax will be demanded, and, in order to meet the depreciation in currency, measures will be enforced for re-modelling the property taxes and inheritance duties, doubling taxation on the Stock Exchange turnover, and curtailing the period in which taxes on articles of general consumption are payable. An increase of the income tax is contemplated in order to compensate Government for the loss in the Rhineland and Ruhr. The issue of a stabilisation loan has been decided upon.

LATEST CABLES.

PRESIDENT HARDING.

COMPLICATIONS FOLLOW PTOMAIN POISONING.

CALIFORNIA TOUR CANCELLED.

SAN FRANCISCO, July 29th.

The favourable bulletin issued as regards the condition of President Harding, who was attacked by ptomaine poisoning on his return from a visit to Canada, has been succeeded by an announcement that the President has cancelled his entire Californian programme, as new symptoms have arisen indicating complications and necessitating the calling in of Dr. Raylman and Dr. Wilbur, head of the American Medical Association and also Dr. Charles Cooper, heart specialist, for the purpose of holding a consultation.

The members of the Presidential party agree that President Harding's condition is worse than has been generally believed.

EARLIER CABLES.

SAN FRANCISCO, July 29th.

President Harding has arrived here. His condition has improved, and the doctors state that two days will restore him to normal health.

WIRELESS LINKS.

ACTIVITY IN FRENCH COLONIES AND PACIFIC.

PARIS, July 29th.

As regards the wireless linking up of the French colonies, it is hoped the stations at Bamako, Brazzaville, Saigon and Antananarivo will be finished next year. Senator Lemaire has tabled a Bill proposing that power stations equal to the foregoing should be established at Noumen, Papeete, Djibouti and Martinique. He pointed out that foreign nations are rapidly increasing the number of wireless stations in the Pacific, Germany being very active in the Dutch colonies.

MEMORIAL AT GIBRALTAR TO U.S. NAVAL MEN.

GIBRALTAR, July 29th.

Six American destroyers of the fleet auxiliary have arrived to participate in the ceremony of unveiling a memorial tablet in the dockyard on August 2nd to all ratings of the American navy who fell in the war. Other United States ships are expected, and 3,500 American sailors and marines will attend the ceremony.

DAVIS CUP CONTESTS.

DEAUVILLE, July 29th.

In play for the Davis Cup, Lacoste beat De Gomar in the resumed match, 6-3, 6-4, 6-7, 6-4.

In the Davis Cup Doubles, Flaque and De Gomar (Spain) beat Brugnon and Cochet (France), 6-3, 8-6, 11-13, 1-6, 6-4.

In the Davis Cup contest, Anderson and Hawkes (Australia) beat Ecklund and Dietrick (Hawaii), 6-0, 6-0, 7-5.

ENGLAND'S ATHLETIC SUCCESS.

PARIS, July 29th.

At an athletics meeting in the Pershing stadium, England defeated France by 69 to 42 points.

THE CEBU CEMENT COMPANY.

GOVERNMENT SELLING SHARES WORTH THREE MILLION PESOS.

A Manila paper states that negotiations to sell P3,000,000 worth of shares of the Philippine Government in the Cebu Cement Company are going on between the management of the National Development Company and C. F. Massey, president of the cement corporation. The Government has offered to sell for cash its shares at P85 each. The Government, it was explained, would prefer to sell the shares to the Cebu Cement Company itself. However, the latter does not have the necessary amount just now and has made a counter proposition which is being considered by Government officials. In a letter to the secretary of finance, Mr. Massey offers to purchase the shares at the price fixed by the Government provided the Cebu Cement Company be allowed to pay for them in instalments the whole amount to be paid not later than 1937.

Latest reports of the activities of the Cebu Cement plant are very promising, according to Governor-General Wood. He said the future outlook of the enterprise is very healthy.

The company, it is understood, has a contract to supply the Government with all the cement it needs. The contract is for several years.

JAPANESE COTTON PROBLEMS.

UNABLE TO CURTAIL PRODUCTION.

The rejection by the Japan Cotton Spinners' Association of the proposal to lay up more spindles has caused the local market to be very uneasy.

The Japan Cotton Spinners' Association convened a meeting of its executive committee at Osaka. Proposals to curtail production by laying up spindles had been suggested by no less than 10 mills, and accordingly, the trade awaited the result of the conference with considerable interest. The conference, however, did not approve of the proposal and any definite action to lay up spindles was postponed indefinitely.

Both in Tokyo and Osaka forward deliveries dropped below ¥250 a mark which the market has been maintaining for more than two months. January closed at ¥219.00 in Osaka and Tokyo.

HONGKONG AND SHANGHAI BANK.

PILLARS OF THE PAST AND OF THE PRESENT.

In connection with the opening of the new building of the Hongkong and Shanghai Bank at Shanghai, Mr. Gordius Nielsen, in the course of a lengthy article in *The Japan Chronicle*, gives the following notes on some of the great personalities connected with the Bank in the past and in the present:—

There are certain landmarks in the life of a city which stand out in its history. It is but the brief span of a robust human life since the day when the Hongkong and Shanghai Bank in 1841 opened its doors to business in this city in a modest building, which is now no more. Some ten or twelve years later it built its own premises in the only street which even then could aspire to that appellation, the now unknown Bund. It was of a size and grandeur that eclipsed any other building in those days and the conservative wisacres shook their grey heads in pessimistic disapproval. It was still the most outstanding building in May, 1882, when the writer for the first time walked up the Shanghai Bund, and was not a little impressed with its appearance. Later, many years later, he learnt to be much more impressed with what was going on inside the building. There, inside, was a construction even more impressive than the walls and pillars outside. There were pillars inside too, alive and moving, flitting from desk to desk or listening. Particularly listening. It is an art acquired by few men, but none who were or are officers of the Hongkong and Shanghai Bank have neglected the cultivation of that rare virtue. And so it came to pass, that through years of patient listening the bank became the repository of many secrets, involving the agony of human souls and the more material commodity known as specie. The business of the bank prospered, as it had to do with such wise guidance, and its vaults became too small for the keeping of people's earthly possessions and their intimate secrets.

Now, sixty years after it made its debut in Shanghai, it has pulled down what forty years ago was the pride of Muddy Flat, and in its place stands a palace of which any city in the world might well be proud. Height, length and depth of a structure may sometimes mislead the innocent into a false impression of grandeur, for when art has been stung against they count for very little. The new edifice possesses the three essentials in generous measure, but in addition its lines are pure and free from all trace of gaudiness. It takes unquestionably premier rank among the many handsome buildings which now adorn the Bund, not only as regards size but also, unquestionably, as regards the architectural adornment of that thoroughfare.

SIR THOMAS JACKSON.

Being more interested in men than in bricks and mortar, we may, for the present, leave the opening ceremony of the new premises for a later description. In the meantime it may be interesting to focus our attention on a few of the figures—human as well as architectural—who (or which) have made it possible that this bank now ranks as second in size and importance to the Bank of England. Out of the shades of the past emerges a figure that dominated the world of finance in these parts for thirty years. Although the Hongkong and Shanghai Bank did possess grandfathers, it had only one real father, and that was Sir Thomas Jackson. Who of his day, still living, does not remember with affection this tall gentleman, who was so sincere, so candid, so generous, and so wise? To the ordinary onlooker, unfamiliar with banking, it was difficult to realize that this amiable and gentlemanly had in him to utter the word "No," and if he did understand the possibility of such a hard word being spoken by the Chief Manager of the bank, he was convinced that the tongue had rebelled against the heart. Probably it did, for Sir Thomas was not only a great banker but a man with a human sympathy rare even among people who are not placed in such a position, which requires not only sympathy but the weighing of cold facts. He spent all his best years in Hongkong as head of the bank, and for thirty years he enjoyed the great respect and affection of every one who had the good fortune to come in contact with him. Spiritually, one may associate such a word with a money institution—he laid the foundation-stone of the present edifice which now graces the Bund. It is his spirit which permeates the bank and all it holds to this day; its promptitude in business, its courtesy to its customers, however humble, its unflinching desire, if at all possible to accommodate. And although one cannot transmit genius, it would seem that, in the matter of wisdom and business acumen, his mantle has fallen on worthy shoulders, the owners of which walk in his footsteps with a natural and inherited courtesy that would have pleased the Father if he had still been among the living.

SIR CHARLES ADDIS.

It is only the intention briefly to touch the personality of those with whom the present writer has been acquainted, and the next figure that looms up in the past, but who is now shining as a star of considerable magnitude in the very centre of the world's finance is Sir Charles Addis, the bank's manager in London. As a young man in the late 'eighties' and the beginning of the 'nineties' Mr. Addis, as he then was, spent some years in Shanghai. Of his doings in the bank then the writer knows nothing beyond the fact that he was reputed to be the coming star that would eventually shed additional lustre over the institution which he served with Scotch energy and sagacity. But in another field, or, to be correct, in other waters than the Whang, the writer had ample opportunity of judging Mr. Addis's qualifications. Not the bank but the Soochow creek was the forum where we fought our battles on sliding seats and with long curs.

Sir—beg pardon—Mr. Addis was the life and soul of the Scotch crew, although his place in the boat was only number two. He was stroked by Roderick Campbell, another Scotch banker, then exchange broker, and he looked straight at the powerful back of James McKie, little of Jardine's best, who was number 3. The gentle John Stenhouse of Westall, Little & Co., represented Inverness as bow, and on a certain autumn day in a year that is forgotten now, the Scotch crew had wiped England and Germany off the Soochow Creek. Everybody yelled themselves hoarse in honour of the Scotchmen, and Addis blushed. But, some weeks before, an Englishman, the present Edward Pearce, who was then the popular secretary of the Rowing Club, an Irishman by the name of W. G. Moore of Barlow & Co., familiarly known as "Long Moore" by virtue of his height, a Swiss skimmer named Charles Rudolph, and the present ruder, had plotted together and conceived the bold plan of challenging the reigning crew of the "International Four" to a deadly combat. Our challenge was accepted, and we, who called ourselves "Cosmopolitans," trained as only young men who are thoroughly in earnest can train. We were in the pink of condition in spite of the fact that, at the time of the day of the race, our Swiss stroke had upbraided Sir Charles on account of the quantity of cheese which that conscientious number 2 permitted himself to eat. Long Moore, as number 4, pulled the weight of himself and bow, so we were very cheerful.

Now, it is not my purpose to belittle Scotland, but the fact is that this splendid crew only kept their laurels for 24 hours, when they, in turn, were wiped off the creek by the Cosmopolitans. Can one forget the generosity of Charles Addis's congratulations even to bows who had been a passenger? He was a true sportsman, as he is a true and eminent banker at the present day, and if this should meet his eye his thoughts may travel back to bygone days; but he may not remember, or know, that he was the most generous loser, not even excluding Jimmy McKie, who greeted our victory. But since he has taken to coaching on dry land he has won many victories to make up for one single defeat on the Soochow Creek. What, after all, is Soochow Creek compared to London, the Hongkong Bank and the Bank of England, of which latter institution he is now a director?

G. MILLER.

There is not a foreigner who has resided in Peking during the last quarter of a century who does not know Mr. G. Miller. And it would indeed be strange if, during this period, any one visiting the capital should have missed at least this remarkable gentleman. He has not seen them himself, for Mr. Miller lost his sight many years ago. But in spite of the affliction he is a monument of everything that makes men great, and a veritable pyramid of the Hongkong and Shanghai Bank. Indeed, one might rather liken him to sphinx, of the kind within whose bosom dwell ecclesiastical secrets, for in Manchu days he played a great part in many ways affecting the finances of the Empire; a role which has been maintained under the more disturbed conditions of the Republic. He, too, the same as Sir Charles Addis, no doubt remembers Soochow Creek days, where the writer first met him. But it was many years afterwards that he had occasion, while at Peking on a visit, to marvel at the fortitude and cheerfulness with which the subject under observation attended to his duties. A special favour was solicited by the visitor, and he was led into the private office of the manager. Alert and with lively step the manager led the way from the public counter through several rooms, between tables and chairs, into his office. It was difficult to follow him, and it was, at that time, still more difficult to comprehend why it was impossible for him, just then, to grant the favour. Soochow Creek does not count for much in banking, and a telegram had to be dispatched to Shanghai before the coffers of the bank could be opened. Eventually they were, not only with the degree of courtesy that generally accompanies such legitimate request but with much kindness thrown in for good luck.

It is such men who have made the bank what it is to-day. There are others, but the present scribe can only speak from his own personal experience. Yet, he has no doubt that reports speak the truth when they claim that the capital S's which form the first letter of the patronymics of the two principal leaders of the bank of the Far East at the present time will no day be engraved in the annals of the bank's history with letters of gold.

BEAUTIFUL, BUT NOT LIONS.

After this lengthy digression it is time that we should make an attempt to pass between the two ferocious looking beasts which flank the portals of the entrance to the bank. Now while the writer has an honest desire to be on good terms with these emblems of power and everything everybody over which they keep guard, he cannot suppress a desire to remark that these animals are no more like the African lion than his Pekinese dog like a bloodhound. They are beautiful, it is true; but they are not in the least like the African species as seen in the flesh. The latter are ugly brutes, treacherous, sinking, cowardly. A concession has been made to ancient misconceptions regarding the appearance of these wild beasts, and we have before our eyes two imaginary Kings of the Forest. They are beautiful. And the same adjective may be applied to the facade of the long tall building, which is made of the hardest Kowloon granite, and conceived in pure lines pleasing to the eye. Visitors from London, Paris and Washington will surely acknowledge that the array of splendid buildings facing them when they enter the bank is evidence of an architectural talent, and that Mr. G. L. Wilson, the gentleman who is responsible for the artistic perception of the new Hongkong and Shanghai Bank building, is entitled to high praise. Mr. Wilson will not deny that he has had powerful allies to assist him, two at least of which are quite indispensable in the planning and execution such great works. He has had space and a long purse to help him.

MALARIA IN HONGKONG.

LIABILITY OF CHILDREN TO COMPLICATIONS.

The Sanitary Report for the year 1932 contains a valuable comment by the ex-Principal Medical Officer of Health (Mr. J. R. C. Johnson) on the subject of malaria in the Colony. He writes:—

"During the rainy season there were times when the rainfall was insufficient to scour out the eggs and larvae of mosquitoes from the pools and other collections of water and to this is to be attributed, in part, at any rate, the prevalence of malaria to a greater degree than is usual. Another effect of alternate periods of rain and drought is that the conditions are not suitable for the natural enemies of the mosquito larvae because the pools do not exist long enough to allow of their being stocked with small fish, newts, and insects which prey on the larvae. These conditions especially when they come from districts in which malaria occurs, seem to result in a recrudescence of malaria. When the number of immigrants is large the whole community is liable to feel the effects of it, the prevalence of the disease to be increased, and the infection is less likely to be as confined to children as it is when it exists among a sedentary population which has become immune to a greater or less extent."

INCREASED NUMBER OF CASES LAST YEAR.

The number of cases reported from three of the hospitals which contain the greater portion of cases was 921 and in 1931, 702. The varieties of malaria occur in the proportion of 0.03 per cent. of the suburban, and 5.10 per cent. of the urban cases, slightly different figures being obtained by different observers, but quite 95 per cent. of the cases are due to the suburban parasite. The quartan is seldom seen, it is doubtful if it occurs more than once in two hundred cases.

COMPLICATIONS, ESPECIALLY IN CHILDREN.

Considering the frequency of fever caused by the suburban parasite it is natural to meet with some of the complications which are apt to be associated with it, especially in children. This summer and autumn I saw twelve or fifteen children of five and under who were sent to hospital because of convulsions, or coma, or other cerebral conditions and all with the characteristic history of being taken suddenly ill, of a rapidly rising temperature which became normal or nearly so after a limited period, the convulsions or the coma occurring for the most part as the temperature rose. Hyperpyrexia was noted in one of the cases and aphasia in another. Several groups of two or even three children belonging to the same family were brought to hospital at the same time not only suffering from malaria but from similar complications of malaria, e.g., coma, convulsions. The diagnosis was made not only by the finding of the malaria parasites in the blood, but by the rapid improvement in the conditions after the intramuscular injections of a solution of the hydrochlorate of quinine. In two instances two children of different families were treated in hospital twice during the year for malaria. A considerable proportion of the children who were affected this year were sent in with the diagnosis of sunstroke. All of these cases recovered.

SO-CALLED "BLACKWATER FEVER."

The liability of children who suffer from malaria, to one or other of the cerebral complications is a definite one, and the importance of distinguishing between it and sunstroke is essential for the treatment of a very dangerous condition. Although examples of hyperpyrexia, coma, convulsions, aphasia, and paresis were seen, none of the patients suffered from such complications as are described as syncope, or haemorrhagic, but the so-called "blackwater fever" has been observed in this colony. It was reported as occurring in a child in 1911 and the condition seemed to be in every respect the same one which is often encountered in tropical Africa. Since then several other cases have been reported as having been observed in the other hospitals of the colony. It is known to occur in India, China, Malaya, and in Formosa and other places in the Far East, but it is not nearly so common in this part of the world as it is in Africa. It is on account of its association with malaria in the opinion of many that reference has been made to it in this place, and not because it has been proved to be a purely malarial complication.

The species of mosquitoes which are known to act as carriers of malaria are *Anopheles maculatus*, *Anopheles minimus*, *Anopheles sinensis* and *Anopheles tenebrosus*. *Anopheles karwari* is not suspected to act as a carrier.

HABITS OF THE MOSQUITO.

Of the other mosquitoes, the stegomyia group is represented by three species: *Stegomyia fasciata*, *Stegomyia scutellaris*, and *Stegomyia W. alba*, the *Stegomyia scutellaris* being the commonest mosquito in the colony. It breeds in any receptacle containing water in the vicinity of houses and it is specially fond of breeding in the bamboo used for scaffolding or hanging clothes to dry on, or even for fences on which to train plants. So far it is not known to convey disease, nor is the *Stegomyia W. alba* known to be a source of danger, and it is a rare species. The *Stegomyia fasciata* was not easy to find at first, but a careful search for it resulted in its being found some ninety odd times in the Kowloon districts and thrice in Victoria. The larvae were found in earthenware pots containing water stored for domestic use and in wooden buckets, iron tanks, wooden barrels and generally in receptacles in which water is kept stored because of the intermittent supply to certain of the districts in Kowloon. The habits of this insect appear to be practically the same here as in other parts of the world in which it is found, even the habit of the larvae to go to the bottom of the barrel of water or other receptacle when a search is being made for them was found to hold good in our survey. It is probable therefore, that the number of occasions on which this species was captured was less than it would have been if it had been practicable to search all of the receptacles thoroughly. This species was found on three occasions only in Victoria, and then in parts in which there was a continuous supply of water.

Dr. Johnson supplies a long list of the names of mosquitoes and other biting flies which are known here, so far. They were identified at the Imperial Bureau of Entomology, and the work which has been done on this subject.

JAPANESE PROFESSOR IN JAIL.

THE ALLEGED COMMUNIST PLOT.

Professor Inomata Tadamasa of Waseda University was arrested at Tokyo on Friday afternoon (13th instant) on a charge of complicity in the alleged Communist plot which was the occasion of a round-up of Specialists a few weeks ago. He was examined for about four hours at the Procurator's office and suffered a further examination at the Preliminary Court. According to Japanese papers, he was sent to Ichigaya prison on Saturday.

It will be remembered that on June 5th the Tokyo judicial officials and Metropolitan Police started the round-up of prominent Tokyo Socialists, when Mr. T. Sakai and his numerous associates were taken into custody. At this time some procurators and judges searched the laboratories of Professors Sano, Inomata, Oyama and Ide at Waseda. A strong protest against this invasion was made. In fact the President of the Institute, Dr. Takami, demanded an explanation from the Court and the Metropolitan Police.

The whereabouts of Dr. Sano, one of the accused professors, has not yet been known since his summons was served some time ago at Tokyo. Not only Mr. Inomata's research room but his residence at Yoyohata, a suburb of Tokyo, was searched the other day, but the evidence being insufficient, the Court and Police took no further action at that time. But the vernacular Press reports state that evidence against him has lately been extracted from some of the Socialists already in prison.

There are at present 27 accused men, including Mr. T. Sakai, awaiting trial in connection with the alleged plot. It is suggested that this plot is connected with a certain event (the Japanese paper leaves blanks for the space of eight characters) which takes place this autumn (obviously the autumn manoeuvres). Another report says that the so-called plot is to diffuse a certain idea among the military on a most opportune occasion in the near future. It is alleged that Mr. Sano, who has disappeared, was to play an active part and that Mr. Inomata had been warmly supporting the former's plans. All this is probably guesswork.

THE RUSSIAN MRS. INOMATA.

The papers have reported that Mr. Inomata's wife is a Russian of Jewish blood and that she married him while he was studying at Wisconsin University. The *Jiji* says, "Mrs. Inomata was imprisoned at New York when large numbers of Socialists were arrested there in January, 1920. At this time she was in the employ of a prominent New York Socialist as a typist. She had previously been a member of a Moscow Communist league. With the detention of Mr. Inomata, she may be interrogated by the Court before long. Mr. Inomata finished the Politics course at the American University in study-Agricultural Politics and Political Economy at the American University mentioned. He has been well known as an earnest student of tenant farmers' disputes. He has been an assistant professor at Waseda since 1921. An intimate friend of Mr. Inomata is quoted as stating that he had not participated in any actual Communist movement in Tokyo before he was arrested.—*apan Chronicle*.

CAPTAIN COOK'S VOYAGES.

IMPORTANT RECORDS HELD IN AUSTRALIA.

In June a collection of relics of the Captain Cook's voyages was exhibited in Federal Parliament House, Melbourne. The most important exhibit was Cook's journal of his first voyage in H.M.S. *Endeavour*. The journal was purchased in London by the Government of the Commonwealth of Australia for £5,000. Other Cook manuscripts, also purchased by the Commonwealth Government and exhibited, included the secret instructions to Captain Cook, and among the articles were antique contemporary charts and maps, portraits of the navigator, the medals struck to commemorate his voyage, historical and descriptive volumes dealing with Cook's voyages, engravings of scenes in the Sandwich Isles and other places included in his itineraries, interesting because of incidents associated with the fate of Cook or his fellow voyagers. There were six cases of exhibits besides a number of documents displayed on screens.

AUSTRALIA HISTORY.

To celebrate the hundred and thirty-fifth anniversary of the landing of Captain Phillip, and the arrival of the first fleet, in Australian waters, members of the Pioneer Club met in Sydney. The Governor of New South Wales, Sir Walter Davidson, and officers of the Historical Society, were present. An historical paper was read by the President of the Club, Mr. R. J. Black, M.L.C. The more one reflected upon the discovery and colonisation of the island continent, he said, the more one was filled with admiration for the courage and self-reliance of the early pioneers. "It may be mentioned," he said, "that Le Perouse visited the French flag in Botany Bay and claimed the territory in the name of Louis XVI. but it was proved beyond all doubt that the English arrived first, and the French Government waived all their claims upon the east coast. The French subsequently disputed with us the possession of Australia, and the claims were urged up to the reign of Louis Philippe."

been practicable to search all of the receptacles thoroughly. This species was found on three occasions only in Victoria, and then in parts in which there was a continuous supply of water.

Dr. Johnson supplies a long list of the names of mosquitoes and other biting flies which are known here, so far. They were identified at the Imperial Bureau of Entomology, and the work which has been done on this subject.

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THE VALET'S POINT OF VIEW.

Who would be famous in these days? Those who raise their heads a little above the other stalk in the human field are almost withered in a blaze of publicity, and if they commit any folly, however venial, may Heaven help them, particularly if they happen to live either in Great Britain or the United States. The vice of this age is a curiosity which prides into the most secret domestic concerns of people who boast, as the saying goes, a name. So often do we read the headlines of contents bill "Baronet's love affairs" that we tremble to think what the proletariat conceives that highly respectable institution, the baronetage, to be. In the same way the prominence given to the occasional grievances, delinquencies, and quarrels of actresses, musicians, and artists in the Courts puts the arts in popular estimation almost beyond the pale. And even when the victims have left the courts they are pursued into their homes and an investigation "by our special commissioner" follows upon the investigation of the minutiae of justice. To be a personality, a "well-known," must nowadays be like living in a house without curtains or blinds. Every movement is watched, and even the eating of a meal brings a crowd to the window. It must make living a mild torture, and now a new terror has been added to death. In the old days a certain decency was observed concerning the origins, follies, sins, and eccentricities of the distinguished and the great. But nowadays scarcely has the breath left the body than the vultures of gossip descend, flapping their revelations, confidences, letters, and memoirs. Madame Sarah Bernhardt has just been buried, but already newspaper readers on an English Sunday are being regaled with "secrets" which may or may not be true, but which are certainly cruel and ill-timed. The dead cannot escape from those "dear friends" these "close intimates" who, while the nails are being screwed on the coffin, are already ransacking their memories for "spicy" anecdotes. In that respect the criminal and the illustrious, the notorious and the famous, are alike. The mere fact that they are known makes it certain that sooner rather than later the searchlights are at work, and if something is not seen then something will be invented.

An actress dies. Is her art discussed, analysed? Not a bit of it. But her mother's secrets are revealed with all the speed of prying malice. A poet dies. Is there a search for the key to the music of his verse? No; the search is for "the woman in the case." The death of an illustrious personage is announced, and the next day we are informed that "a titled lady intimately connected with Court life in Ruritania," has been prevailed upon to tell us all about "the famous scandal which so shocked Europe." Tom Eaves indeed has left a numerous progeny behind him. The result, of course, is that the vast majority of people are infected with distorted views of life and are associating real distinction with the little meannesses and aberrations which are bound to be latent in all men and women, whether they be great or small. The gentleman makes every allowance for the valet's standpoint and opportunities, but he still persists in believing, and asks the world to believe, that he is a gentleman. The hero has his cupboard, but the skeleton ought not to blind us to his heroic qualities. It is the greatness in great men and women which we ought to seek and admire. Too often today it is their littleness which is held up by treacherous hands for our inspection.—*Morning Post* (London).

25 YEARS ON A LONELY ISLAND.

MELBOURNE, June 7th.
Mr. J. J. Bannfield, the naturalist and author of "Confessions of a Beach-comber," and other books, has died at the age of 70 at Dunk Island, off the coast of Queensland, where he had been living alone with his wife for twenty-five years.

The crew of the steamer *Innisfail*, passing the island, saw a woman waving on the beach. A boat was landed and Mrs. Bannfield was found to be the only inhabitant of the island. Her husband was dead. The crew made a coffin out of ship's timber and the Chief Officer read the burial service.

Mrs. Bannfield refused to leave the island, and the captain called for volunteers to stay with her. Every man offered, and the captain selected one to remain.

Some twenty-five years ago, Mr. Bannfield acquired under the land laws of the Queensland Government, Dunk Island off the coast of Queensland. This was an island rather more than three square miles in area, inhabited till then only by the rapidly dwindling remnant of a once considerable native population, which has since, it would seem, entirely disappeared. There, with his wife, he settled down to live the simplest of lives, and indulge in his cherished pastime of observing the ways of birds, beasts, and fishes, and while they remained, his black fellow men.

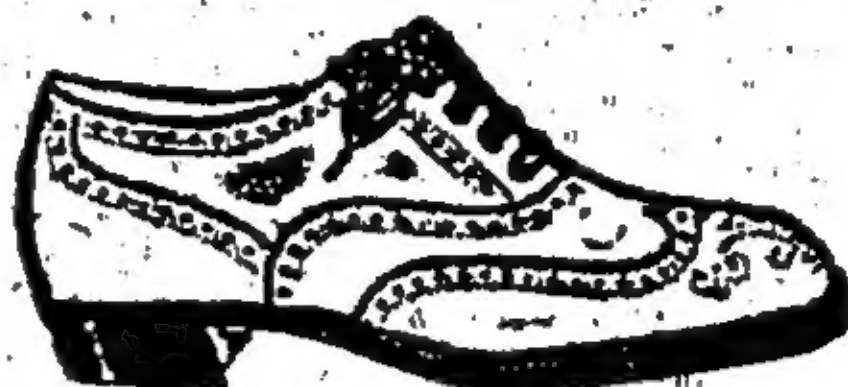
During the twenty-five years of his life on the island, Mr. Bannfield produced three books—"Confessions of a Beach-comber," published in 1908; "My Tropic Isle," 1911, and "Tropic Days," 1918. In these books he set down the results of his leisurely observation of Nature; but he kept his own personality rigidly in the background, so that little could be gathered of the everyday life of the island. All that could be learned was the clearing in which he and his wife grew what they needed as well as in extent; that they made the island a place of refuge for rare species of birds; and that they found contentment in their solitary life. So quietly did Mr. Bannfield follow his principle of protecting bird life, that an experiment in bookkeeping failed because he would not "shoot the bee-eating birds." He did not pretend to be a scientific naturalist, and he was emphatically not a collector; he was simply an observer of Nature.



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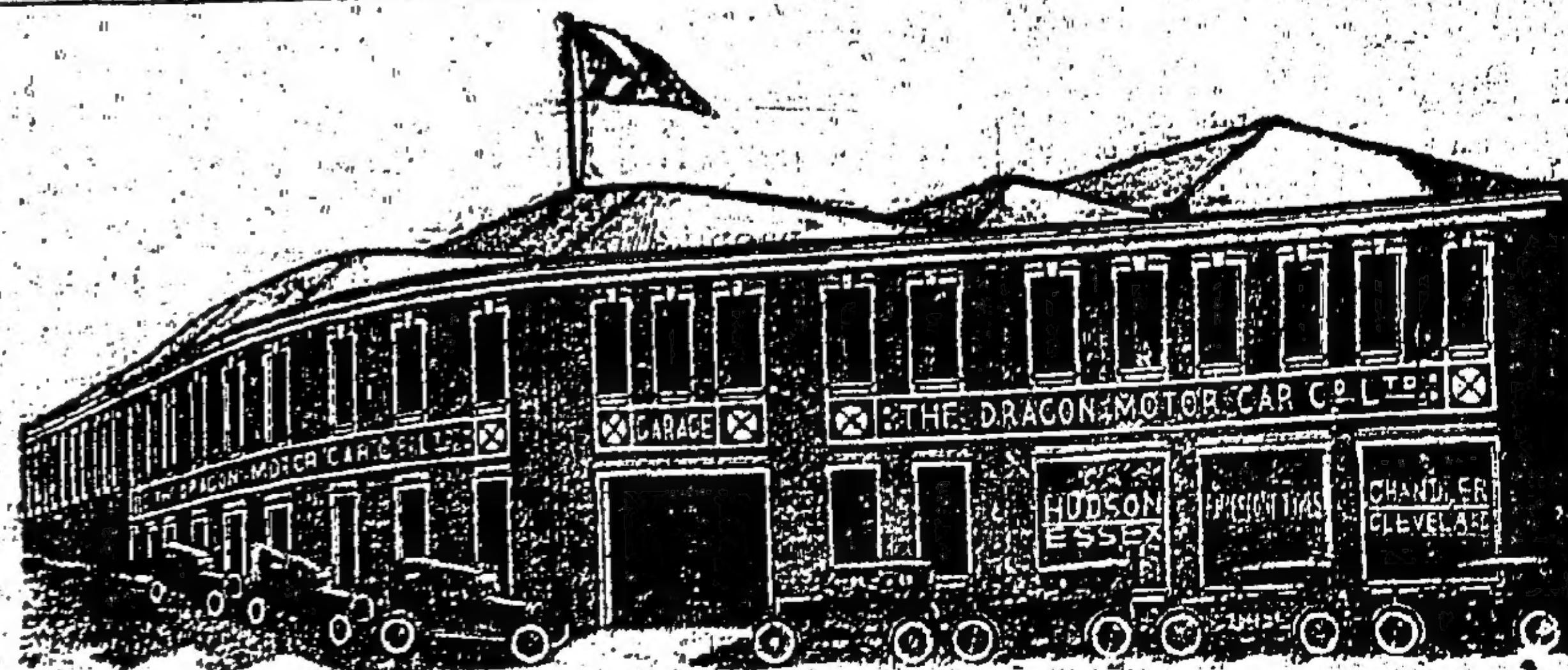
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THE TRADE OUTLOOK IN
BRITAIN.SIGNS OF IMPROVEMENT IN A FEW
INDUSTRIES.

A report on the position in several of the most important British industries at the beginning of June has been prepared by the Federation of British Industries, based on the best sources of information at their disposal. This indicates that for the most part trade remains quiet, with indications of improvement here and there.

In regard to the cotton trade it is recorded that the position of most manufacturers of cloth can only be described as deplorable. Tons of thousands of looms in Lancashire are empty, owing to absence of orders.

The home trade in woollen piece goods remains dull and quiet, but there are encouraging signs of recovered interest in British goods on the part of certain Overseas markets. The Far East, in particular, is showing considerable activity.

So far as drapery and clothing are concerned, stocks of summer goods are not moving as quickly as they should. Unfortunately, many of the big retail houses appear to be looking more and more for drapery goods to the Continent, where they can get them cheaply. It is not always true, either (the report adds), that the consumer gets the benefit, for in most cases the bulk of the difference in price between the Continental and the British article remains in the hands of the distributors in the form of additional profit.

The hosiery industry appears to have taken on a new lease of activity. Quite a number of orders are coming forward for summer goods. There is very little sign of improvement in the lace trade. As regards linen, it is recorded as noticeable that Overseas and other buyers, who for some years had practically dropped linen goods in favour of cotton, have appeared to realize that the increased price of cotton and the fall in the price of linen during the last 18 months have brought the two fabrics almost to the same level. Consequently they are placing bigger orders for linen, which is undoubtedly of better value than similar goods made from cotton. The silk trade is still experiencing a most depressing time.

METAL INDUSTRIES.

Production in the iron and steel industry is proceeding at a fairly high level. There are unmistakable signs of a slackening of foreign competition.

Reports from the North-Eastern area indicate that the coal trade is still doing well. In general the engineering trades are feeling the depression very severely. Here and there are signs of improvement. Shipbuilding is being hindered by the lock-out of boilermakers. Attention is directed to the steady development of large electrical power stations. The improvement in the volume of orders in the machine tool trade, which began last autumn, still continues.

Dealing with motor-cars and cycles, the report states: As a general rule Whiteside marks the limit of the cycle manufacturers' season so far as home demands are concerned, but this year things are more favourable than usual. Stocks in the agents' hands are small, but there is quite a good export business going. Another pleasing factor is that the American attempts to sweep the market have failed, their dumping policy having only enhanced the prestige of the British machines.

There is a satisfactory export demand for British chemicals.

The outlook for the boot and shoe trade is brighter.

Conditions in the pottery trade are distinctly improving.

ARMY ACCOUNTS MUDDLE
MILLIONS LOST.

AUDITOR-GENERAL'S DISCLOSURES.

In his review of the Army accounts for the year ended March 31st, 1922, the Comptroller and Auditor-General reports that at one depot the stock account showed a credit balance.

Adjusting entries were made at the War Office which were found in the course of a test examination to result in over-statement of stocks since valued by £3,729,430.

The War Office undertook to supply a local authority with electricity from an Army power station. The receipt for current supplied in the March quarter of 1922 showed that the average rate per unit supplied was less than the flat cost of generation, in the calculation of which no account was taken of the overhead charges incurred, nor of such items as interest on capital and provision for fire insurance. Moreover, considerable capital commitments on the reconstruction and extension of the station had been entered into shortly before the time of the agreement with the local authority.

Reference is made to an item of £250,000 for houses sold in the Middle East. The loss at book values on the animals sold was £277,000, while there was a further loss on animals destroyed of £339,000.

£229,000 FOR MVD HOUSES.

While the War Office anticipated a gross expenditure of £30,000 for mud-brick shelters in Mesopotamia, the actual gross cost was £229,000. When the Treasury asked for an explanation the War Office stated that the effect of the novel system of costing works expenditure had not been appreciated by the officers then dealing with works in the very large area of this command, and that in consequence the effect upon the cost accounts of the use of large quantities of surplus material and of the employment of large numbers of enrolled native labourers had not been realized.

Attention is drawn to the continuous hiring of a tug at £60 a week, aggregating £15,000, while there had been an option to buy for £5,000. The owners accepted £5,000 for the tug in August, 1921.

Balances written off as irrecoverable total £2,471,413. These include losses by theft and in transit, fire, and accounting errors. Mention is made of a loss of £15,045, due to embezzlement by a field cashier in France, who was tried by court-martial and sentenced to a term of imprisonment.

Addressing a "Fellowship" meeting at the Westbourne Park Chapel, Mr. Lloyd George said we had in Great Britain social conditions which were a discredit to the greatest Empire on earth, and the richest the world had ever known. He insisted that it was only the churches of the land that could train, discipline, and arouse the national conscience to a sense of its social duties.

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AND ALL THE DISORDERS OF THE DIGESTIVE
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INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATION.			
TIENTSIN...	... "CHIPSING"	... Tuesday,	31st July, 2 p.m.
BANGKOK via SWATOW	... "HANGSANG"	... Wednesday,	1st Aug., Noon.
TSINGTAU via SWATOW	... "YATSHING"	... Wednesday,	1st Aug., Noon.
& SHANGHAI	... "MINGSANG"	... Friday,	3rd Aug., 2 p.m.
MANILA	... "LAISANG"	... Saturday,	4th Aug., Noon.
ROBE via NOJI	... "CHUNSANG"	... Tuesday,	7th Aug., 8 a.m.
BANGKOK via ROHOW	... "ENANG"	... Wednesday,	8th Aug., Noon.
TSINGTAU via SWATOW	... "FOOKSANG"	... Friday,	10th Aug., 7 a.m.
& SHANGHAI	... "LEESANG"	... Friday,	10th Aug., 8 a.m.
KORE via MOJI	... "HOSANG"	... Saturday,	11th Aug., 2 p.m.
HAIPHONG via HOHOW	... "HINSANG"	... Friday,	24th Aug., 4 p.m.
STRAITS & CALCUTTA			
SANDAKAN			

CALCUTTA LINE - This Line affords regular sailings to Calcutta, Penang, Singapore, returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Wireless and carry a fully-qualified Surgeon.

HAIPHONG LINE - Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to Northern and Yangtze Ports via Shanghai.

MANILA LINE - A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE - Sailings approximately weekly for passengers and cargo, calling at Haiphong when intermediate offices.

BORNEO LINE - Fortnightly sailings to and from Sandakan by two 5,000 tons steamers "HINSANG" and "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken of through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Dairi.

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"GLENSANDA"	... 31st July.	"GLENIFFER"	... 7th Aug.	
"GLENSHANE"	... 13th Aug.			
"PMBROOKSHIRE"	... 30th Aug.			
"GLENLUCE"	... 10th Sept.			
"GLENOGLE"	... 20th Sept.			

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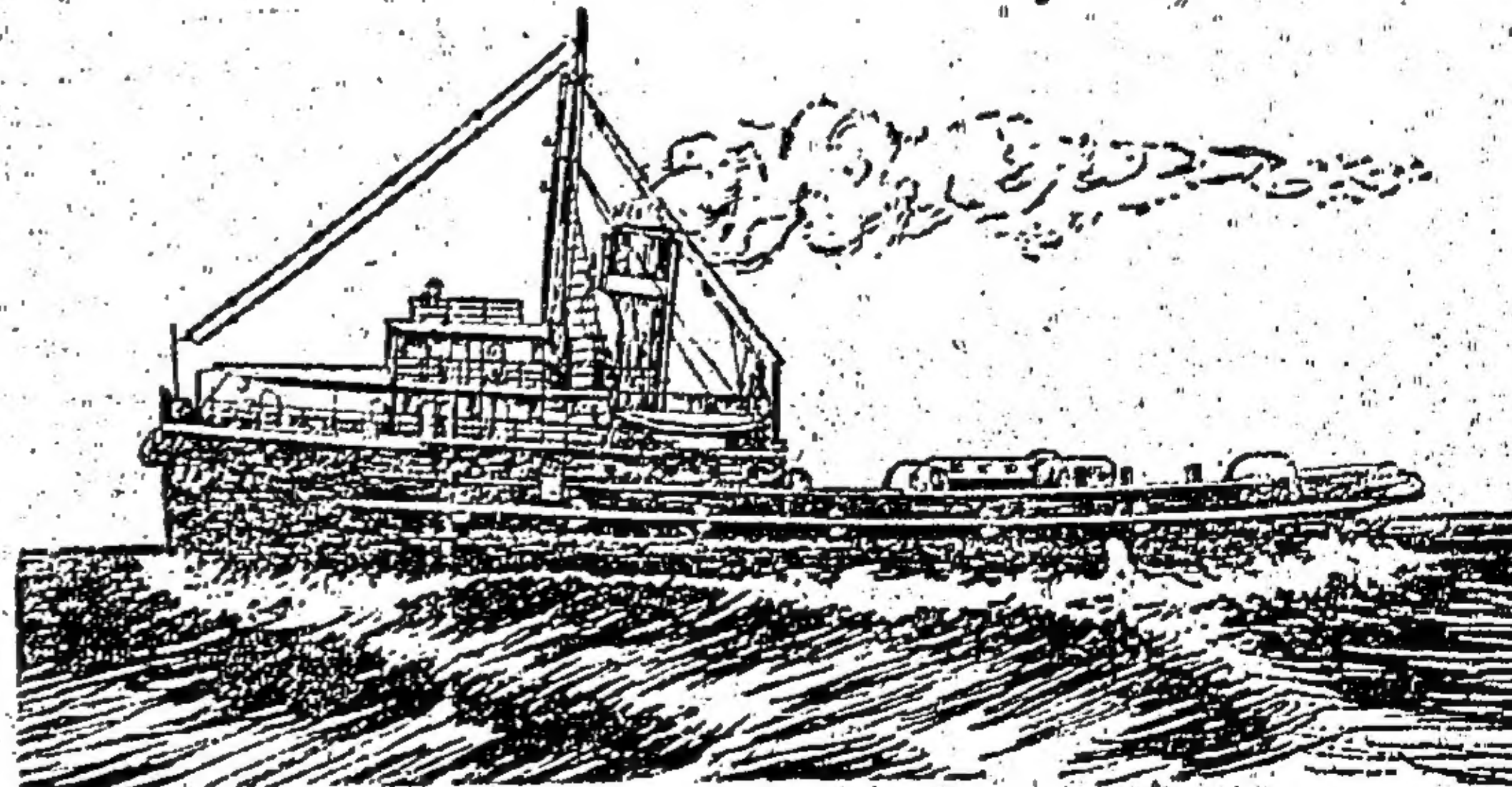
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SHIPPING NEWS

ARRIVALS

July 29th.
Chokkai, British str., 5,882 tons, Capt. Armour, from Calcutta and Straits, with a general cargo.—Mackinnon, Mackenzie & Co.
Empress of Russia, British str., 8,789 tons, Capt. A. J. Hosken, from Vancouver, B.C., with a general cargo.—C.P.S., Ltd.
Jude, French str., 336 tons, Capt. Le Chevalier, from Haiphong, with a general cargo.—Kai Yue & Co.
Kuping, French str., 177 tons, Capt. A. Maraschini, from Haiphong, with a general cargo.—Sing Kee.
Maji Maru, Japanese str., 3,757 tons, Capt. U. Osawa, from Moji, with a general cargo.—N.Y.K.
Pongtung, British str., 234 tons, Capt. Ho Kam Hs, from Kwang Chow Wan, with a general cargo.—Chung Tung S.S. Co.
President, English str., 11,925 tons, Capt. Jojo Moreno, from Manila, with a general cargo.—P.M.S.S. Co.
Soko Maru, Japanese str., 1,001 tons, Capt. Y. Okura, from Swatow, with a general cargo.—O.S.K.
Sunli, Portuguese str., 410 tons, Capt. G. A. de Souza, from Kwang Chow Wan, with a general cargo.—Po On S.S. Co.

July 30th.

Chan Sang, British str., 1,499 tons, Capt. C. R. More, from Bangkok, with a general cargo.—Jardine, Matheson & Co., Ltd.
Alman Maru, Japanese str., from Canton.
Dashitatsu, British str., 2,680 tons, Capt. W. Adams, from Saigon, with rice.—Fook Tai Cheong.
Emil Kirdorf, German str., 3,125 tons, Capt. Zabel, from Shanghai, with a general cargo.—Reuter, Brockmann & Co.
Gweneth, British str., 1,397 tons, Capt. B. W. S. Pritchard, from Bangkok, with rice.—Wang Lee & Co.
Hermelin, Norwegian str., 1,163 tons, Capt. Th. Davidson, from Bangkok, with a general cargo.—Thorsen & Co.
Hin Sang, British str., 1,895 tons, Capt. A. D. Kolman, from Sandakan, with a general cargo.—Jardine, Matheson & Co., Ltd.
Kishu Maru, Japanese str., 1,567 tons, Capt. K. Ouchi, from Kueing, with coal.—O.S.K.
Ming Sang, British str., 969 tons, Capt. J. H. Trueman, from Haiphong, with a general cargo.—Jardine, Matheson & Co., Ltd.
Product, Norwegian str., 743 tons, Capt. E. Winnes, from Bangkok, with rice.—Yuen Fat Hong.
Shan Dui, British str., 1,774 tons, Capt. W. Knight, from Chinwangtao, with coal.—Lidwell & Co.
Sungho Maru, Japanese str., 1,503 tons, Capt. G. Kawamura, from Shanghai, with a general cargo.—N.Y.K.
Van Chum, Dutch str., 2,863 tons, Capt. F. Schlette, from Singapore, with a general cargo.—J.C.C.J.L.
West O'Hara, American str., 3,343 tons, Capt. W. Tinn, from Portland, Ore., with a general cargo.—Arnold Bros.
Xingchow, British str., 1,210 tons, Capt. B. A. Thomson, from Shanghai, with a general cargo.—B. & S.

CLEARANCES

July 29th.
Fushimi Maru, for Shanghai.
Kueichow, for Canton.
Yaching, for Canton.
 July 30th.
Alman Maru, for Keelung.
Ankeret, for Hoilow.
Chuping, for Tientsin.
Chung Hing, for Canton.
Emil Kirdorf, for Swatow.
Hong Hing, for Macao.
Hoi Wing, for Singapore.
Kamakura Maru, for Hoilow.
Kishu Maru, for Swatow.
Nishigama Maru, for Hongay.
Pongtung, for Saigon.
Putang, for Kwang Chow Wan.
Reims, for Hoilow.
Soko Maru, for Canton.
Sungho Maru, for Canton.
Tykin, for Yokohama.
Tricote, for Shanghai.
Wagun, for Shanghai.
West O'Hara, for Manila.
Wong Shek Kung, for Canton.
Xingchow, for Canton.

PASSENGERS

ARRIVALS.
 Per R.M.S. *Empress of Russia*, on July 30th.—Mr. and Mrs. A. G. Binney, Dr. E. H. Burton, Mr. T. G. C. Blakey, Mrs. G. H. Brook, Mr. J. S. S. Cooper, Mrs. Ed. Ezra, Mr. G. Farant, Mr. and Mrs. J. A. Graham, Miss B. Graham, Mr. C. Hennings, Mr. S. Komor, Mr. A. H. Montgomery, Mr. and Mrs. D. E. Miller, Miss H. Maclean, Mr. E. L. McCloskey, Mr. and Mrs. L. L. McMurray, Mr. H. Nocht, Mr. J. H. Shockley, Miss R. Sopher, Mr. St. Reimers, Dean and Mrs. Symons, Mr. J. Torre, Mr. E. Tegengren, Mr. F. Tirryol, Mr. R. B. Wood, Mr. J. H. Young, Miss H. Christ, Mr. P. W. Greeno, Mr. J. B. D. Harwood, Mrs. G. M. Ings, Mr. W. Sudbury, and Mr. F. Thorsen.

DEPARTURES

Per P. & O. s.s. *Alcedonia*, on July 29th.—Capt. R. C. A. Chirico, Mr. Mahomed, Major and Mrs. Smith, Miss Eddings, Miss L. Dave, Mr. Shroff, Miss Eddings, Miss Fairley, Mrs. Jackson, Mr. Chesnel, Mr. Thomas, Mr. Wood, Mrs. C. Long, Mr. C. M. Sioa, Mr. Hughes, Mr. Hinchhurst, Miss Ward, Miss L. Nicol, Miss H. Dave, Miss Whitney, Miss Muir, Mr. Walker, Miss E. Kemp, Mrs. Young, Mr. Wagner, Mr. Kirkpatrick, Miss Vincigraff, Mrs. A. J. Welch, Mr. H. H. Cohen, Mr. Edwards, Mr. W. Nicola, Mrs. Nicol, Mr. Crossman, Miss Muir, Miss Grantham, Mrs. Cardy, Mr. Founder, Mr. and Mrs. Scrivener.

SHIPPING MOVEMENTS

The R.M.S. *Empress of Canada* arrived at Shanghai on July 30th at 12.30 p.m., leaves to-day at 12 a.m., and is due at Kobe on August 2nd, 9 a.m.

The M.M. s.s. *Paul Lerat*, from Marseilles, left Saigon on July 29th, and is expected at Hongkong to-morrow, sailing for Shanghai the same day.

The M.M. s.s. *Abahia*, for Shanghai and Japan, left Marseilles on July 27th, and is expected to arrive Hongkong about August 28th.

The s.s. *Pelona* (Blue Funnel) for Marseilles, Havre, Liverpool and Glasgow, left Shanghai on July 28th for this port. She is due here to-day and will be despatched to-morrow, p.m.

The s.s. *Teiresia* (Blue Funnel) left Port Said on July 23rd, for London, Rotterdam and Dunkirk.

The s.s. *Onia* (Blue Funnel) left Port Said on July 29th for Boston and New York.

VESSELS EXPECTED

Andre Lebon (M.M.), due August 17th.
Empress of Australia, due August 15th.
Hyson (Blue Funnel), due August 1st.
Iyo Maru (N.Y.K.), due to-day.
Kashima Maru (N.Y.K.), due to-day.
Paul Lerat (M.M.), due August 24th.
Perseus (Blue Funnel), due August 25th.
Stanford (Blackburn Line), due August 4th.
Victoria, due August 27th.

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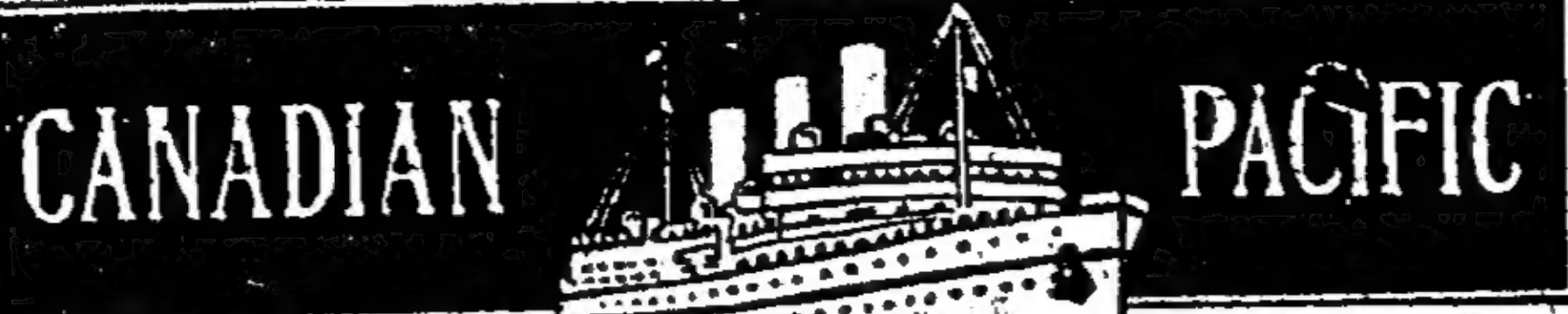
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Empress Russia	Aug. 9	Aug. 27	Empress Scotland Aug. 4
Empress Australia	Aug. 24	Sept. 12	Empress France Aug. 18
Empress Asia	Sept. 6	Sept. 24	Montcalm Sept. 1
Empress Canada	Sept. 21	Oct. 8	Empress Scotland Sept. 29
Empress Russia	Oct. 4	Oct. 22	Empress France Oct. 13
			Empress Scotland Oct. 27

Other Atlantic Sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg. Allotment of Cabin on Atlantic steamers held here and through tickets issued. Early reservation necessary.

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Steamers	Tonnage, d.w.	Arrival
*Albort Vogler	9,000 tons	11th August
*Carl Legien	9,000 tons	First half of Sept.
*Adolf von Baeyer	9,000 tons	First half of October
*Emil Kirdorf	9,000 tons	First half of November
*Schoer	12,300 tons	First half of December.

HOMEWARD for Antwerp, Rotterdam and Hamburg

Steamers	Tonnage, d.w.	Departure
*Schoer	12,300 tons	19th Aug. Calling at Manila
*Albort Vogler	9,000 tons	—
*Carl Legien	9,000 tons	—
*Adolf von Baeyer	9,000 tons	—
*Emil Kirdorf	9,000 tons	—

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IYO MARU ... Saturday, 11th Aug., at 11 a.m.

SEIDYUOKA MARU ... Wednesday, 5th Sept., at 11 a.m.

MARSEILLES, LONDON & ANTWERP via Singapore, etc.

KASHIMA MARU ... Wednesday, 1st Aug., at 11 a.m.

HAKONE MARU ... Wednesday, 15th Aug., at 11 a.m.

HAMBURG via LONDON & ROTTERDAM.

MATSUYE MARU ... First half Sept.

LIVERPOOL via MARSEILLES & VALENCE.

TOKUSHIMA MARU ... Friday, 10th Aug.

SYDNEY & MELBOURNE via Manila, etc.

AKI MARU ... Wednesday, 15th Aug., at 11 a.m.

TANGO MARU ... Wednesday, 19th Sept., at 11 a.m.

NEW YORK & BOSTON via PANAMA.

DELAGOA MARU ... Friday, 3rd Aug.

BUENOS AIRES via Singapore, Durban & Cape Town.

BOMBAY via Singapore and Colombo.

CALCUTTA via Singapore, Penang & Rangoon.

YAGASAKI, KOLE & YOKOHAMA.

TANGO MARU ... Saturday, 18th Aug., Afternoon.

SHANGHAI, KORE & YOKOHAMA.

MORIOKA MARU ... Saturday, 4th Aug.

MISHIMA-MARU ... Wednesday, 15th Aug.

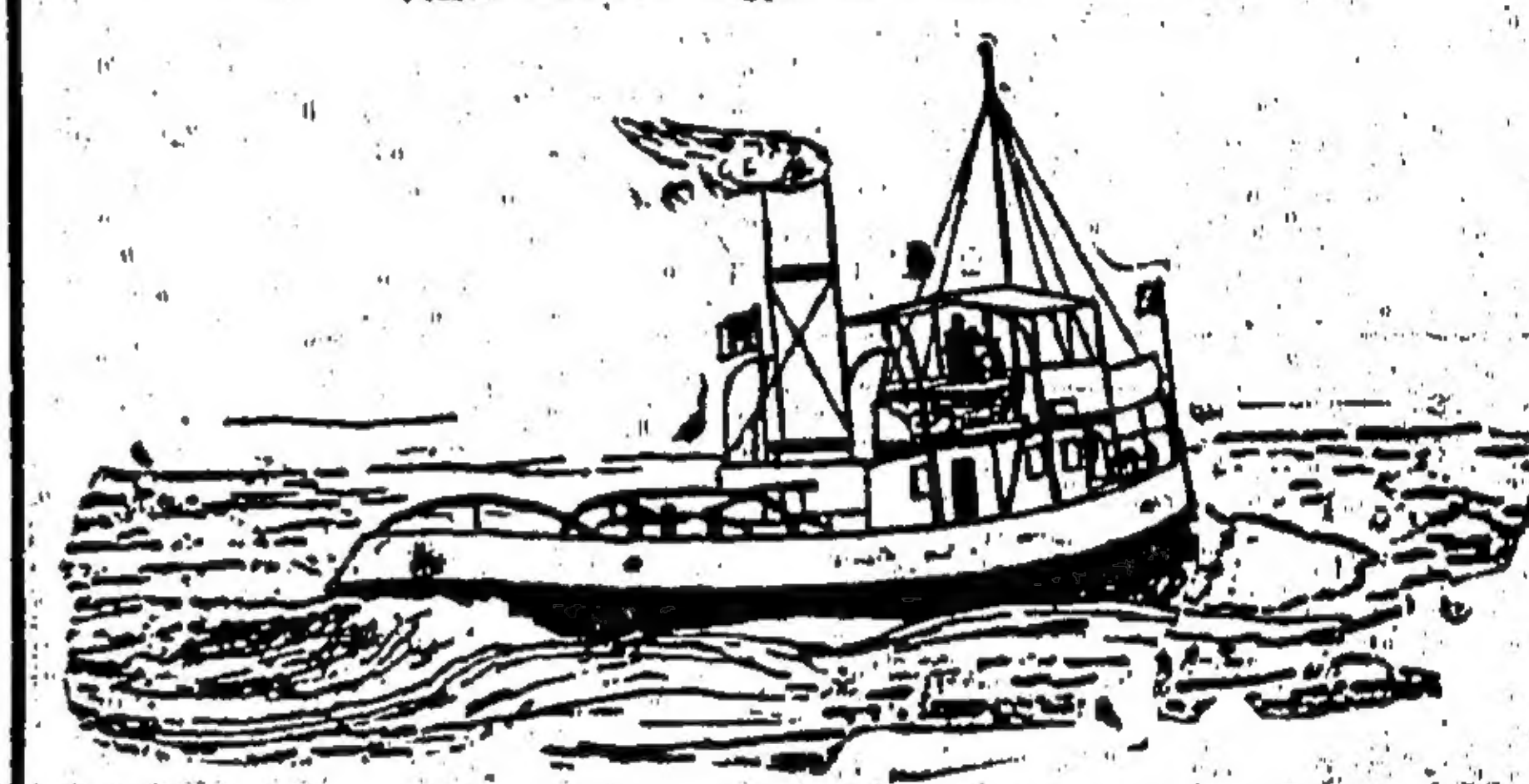
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Further Sailings	Expected on or about	Will leave homeward-bound on or about
M/S. "Java"	18th August	25th September
M/S. "Afrika"	10th September	16th October
M/S. "Chile"	10th October	15th November

Subject to change without notice.

For further particulars please apply to—

JOHN MANNERS & CO., LTD.

Agents.

ASAHI BEER
 SPECIALLY BREWED FOR EXPORT
DAI NIPPON BREWERY CO.
 LIMITED
 TOKYO, JAPAN.
 SOLE AGENTS
MITSUI BUSSAN KAISHA, LTD.
 HONGKONG.

'ELLERMAN LINE'

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

UNITED KINGDOM & CONTINENT SERVICE.

OUTWARDS.

S.S. "KASAMA" ... 2nd Sept. ... Shanghai, Kobe & Yokohama.

HOMEWARDS.

S.S. "CITY OF GLASGOW" ... 28th Aug. ... Marseilles, Liden, Rotterdam & Hamburg.

PASSAGE RATES TO LONDON.

"A" Class Steamers ... 1st Class 252.-2nd Class 262.
 "B" Class Steamers ... 1st Class 254.-2nd Class 266.
 "C" Class Steamers ... 1st Class 256.

S.S. "C" Class Steamers complete long of the Cargo type which have accommodation for a few passengers, but do not carry Doctor or Stewardess.

Subject to change without notice.

For further particulars apply to:-

THE HANK LINE LTD.
(Tel. Central 750)

HOLYOAK, MASSEY & CO., LTD., CANTON.

BOSTON AND NEW YORK

Joint Service of the

"BLUE FUNNEL" LINE

(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "CITY OF MADRAS" ... via Suez Canal ... 8th August.
 S.S. "ALTYBIUS" ... via Suez Canal ... 15th August.
 S.S. "CITY OF BOSTON" ... via Suez Canal ... 22nd August.
 S.S. "ANTIOCHUS" ... via Suez Canal ... 29th August.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to:-

BUTTERFIELD & SWIRE OF THE HANK LINE LTD., HONGKONG.
(JOHN SWIRE & SONS, LTD.)
HONGKONG AND CANTON. HOLYOAK, MASSEY & CO., LTD., CANTON.

M. MESSAGERIES MARITIMES M.

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hongkong and Sailing for Shanghai and Japan.	Probable Sailing from Hongkong for Marseilles.
ANGKOR	8th Aug.
CHAMBORE	15th Aug.
PAUL LECAT	22nd Aug.
AMBOISE	29th Aug.
CORDILLERE	5th Sept.

RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and Free Doctor's Attendance).

A CLASS (1st Class) ... 88.00.00. B CLASS (1st Class) ... 88.00.00.
 STEAMERS (2nd) ... 68.00.00. STEAMERS (2nd) ... 68.00.00.

Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALE (Cable Boats).

S.S. "LE DE MISSISSY" loading for BORDEAUX, HAVRE, ANTWERP & DUNKIRK, about 29th July.

MESSAGERIES MARITIMES CO.,

Telephone: Central 740.

1, Queen's Building.

CONSIGNATION—TRANSIT—REPRESENTATION.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, cabins and excellent cuisine.

FOR

SWATOW, AMOY & FOCHOW

AND RETURN

(Occupying 9/10 Days)

HAIPHONG ... Capt. W. C. Passmore ... Friday, 2nd Aug. at 1 p.m.
 HAIPHONG ... Capt. Ellis Walker ... Tuesday, 7th Aug. at 12 Noon.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to:-

DOUGLAS LAPRAIK & CO.,

(General Managers).

JAPAN COAL

AND

GENERAL IMPORTS & EXPORTS

AGENTS FOR:-

THE MITSUBISHI MARINE & FIRE INSURANCE CO.,

THE OSAKA MARINE & FIRE INSURANCE CO.

MITSUBISHI SHoji KAISHA

MITSUBISHI TRADING CO., LTD.

HEAD OFFICE—TOKIO

No. 14, PEDDER ST., HONGKONG

P. & O., British India
Apcar and
Eastern & Australian
Lines

(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

FRANCE, JAPAN, BURMA, Ceylon, INDIA, PERSIAN GULF, WEST INDIES,
 MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
 NEW ZEALAND & QUEENSLAND PORTS, RIO DE
 JANEIRO, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"Macedonia"	11,089	25th Jan.	Marseilles & London
"Kashgar"	8,400	8th Feb.	via Usual Ports of Call
"Morea"	10,911	22nd Feb.	do.
"Karmala"	9,068	7th March	do.
"Naldera"	15,993	21st March	do.
"Kalyan"	9,068	4th April	do.
"China"	7,952	18th April	do.

BRITISH INDIA - APCAR SAILINGS

"Janus"	4,824	29th Aug.	Singapore, Penang & Calcutta.
"Japan"	6,052	2nd Sept.	do.

EASTERN & AUSTRALIAN SAILINGS (South)

"St. Albans"	4,560	4th Aug.	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
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Frequent connections from Australia with the following:-
 The Union S.S. Co's Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
 The P. & O. Branch Service of Steamers to London via the Cape.
 The New Zealand Shipping Co's Steamers for Southampton and London via Panama Canal.

SAILING TO SHANGHAI & JAPAN

"Chakrata"	5,582	2nd Aug. Noon	Yokohama, Kobe & Moji.
"Janus"	4,824	5th Aug.	Shanghai, Moji & Kobe.
"Eastern"	4,000	7th Aug.	Yokohama.
"Donkora"	8,068	11th Aug.	Shanghai, Moji, Kobe & Yokohama.
"Sicilia"	6,813	15th Aug.	Shanghai.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must deliver their own Hotel expenses at Singapore while awaiting the on carrying steamer.

First Saloon Passengers may travel by B.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras by the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information Passage Fares, Freight Handbooks, etc., apply to:-

MACKINNON MACKENZIE & CO.,

21, Des Vaux Road Central, HONGKONG.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON
and
NEW YORK

For Freight and full particulars apply to:-

FURNESS (FAR EAST) LIMITED,

Telephone: Central 8165

Telegram: (Furness)

(Incorporated in Great Britain)

St. George's Building

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Monthly direct

service via Singapore, Colombo, Suez and Port Said.

"LONDON MARU" (Call at Marseilles) ... Tuesday, 4th Sept.

RIO DE JANEIRO, SANTOS & BUENOS AIRES—via ... (Saloon

Singapore, Colombo, Durban and Capetown)—Passenger Service.

"MEXICO MARU" (Call at Montevideo) ... Friday, 7th (17th Aug.)

BOMBAY—fortnightly service via Singapore and Colombo.

"CELESTES MARU" (Call at Penang) ... Saturday, 4th Aug.

"SUMATRA MARU" ... Monday, 20th Aug.

SAIGON, HONGKONG, SINGAPORE & DELI—Regular monthly Passenger

Service.

"KISHU MARU" ... Wednesday, 1st Aug.

CALCUTTA—Monthly Service via Singapore and Rangoon.

"INDO MARU" ... Wednesday, 15th Aug.

VICTORIA, SEATTLE, TACOMA & VANCOUVER—via Shanghai and

Japan Ports.—Taking cargo to OVERLAND PORTS U.S.A. & CANADA—Passenger

Service.

"PATRICIA MARU" ... Friday, 17th Aug.

NEWYORK & PANAMA—Regular monthly service via Japan Ports, San Francisco—

Panama and Colon Ports.

"ALASKA MARU" ... Wednesday, 6th Aug.

JAPAN PORTS—Moji, Kobe, Osaka, Yokohama & Yokohama.

"LONDON MARU" ... Wednesday, 1st Aug.

"ALTAI MARU" ... Friday, 3rd Aug.

KEELUNG via SWATOW & AMOY—These Steamers have excellent accommodation

for 1st and 2nd class saloon passengers.

"KALJO MARU" ... Sunday, 5th Aug., Noon.

TAKAO via SWATOW & AMOY.

TAKAO & KEELUNG.

"BOSU MARU" ... Thursday, 2nd Aug.

For sailing dates and further particulars please apply to

Tel. Central No. 4920.

K. SHIMA, Manager.

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamer	Date of Departure
HONGKONG & BANGKOK	"LINAN"	On 31st July, 2 a.m.
SHANGHAI	"WENCHOW"	On 31st July, 4 p.m.
SHANGHAI & TSINGTAO	"SHANTUNG"	On 1st Aug., D.L.
SWATOW & BANGKOK	"KWANTUNG"	On 1st Aug., Noon
SHANGHAI	"CHUSAN"	On 1st Aug., Noon
WEIHAIWEI, CHEFOO & TIENTSIN	"KUEICHOW"	On 1st Aug., 4 p.m.
SWATOW & SINGAPORE	"KWEIYANG"	On 1st Aug., 4 p.m.
WEIHAIWEI, CHEFOO & NEW CHWANG	"PAKHUI"	On 1st Aug., 4 p.m.
SHANGHAI & FUKOW	"YINGCHOW"	On 1st Aug., 4 p.m.
HONGKONG	"SHANSHI"	On 2nd Aug., 9 a.m.
HONGKONG, HAIPHONG & SINGAPORE	"CHINHUA"	On 3rd Aug., 9 a.m.

Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular Schedule service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (extending to Pukow), Tuesdays and Saturdays (extending to Tsingtao), and Thursdays (via Amoy). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Wanchow.

BANKOK LINE.—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow—maintained by new "K" class steamers, attractively fitted for passengers, with double and single berth cabins.

For Freight or Passage apply to:-

Telephone Central 28.

BUTTERFIELD & SWIRE

(JOHN SWIRE & SONS, LTD.)

CARGO & PASSENGER CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.)

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Sailings Subject to Alteration

Steamer	Arr. Hongkong from Australia	Leave Hongkong for Manila, Sandakan, & Aps. Ports.
"TAIYUAN"	19th July	3rd Aug., 4 p.m.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation. Electric Light throughout and Electric Fans in the State-Rooms. A fully qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

For freight and passage apply to:-

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BUTTERFIELD & SWIRE

(JOHN SWIRE & SONS, LTD.) Agents

STRUTHERS & BARRY

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO
 FROM HONGKONG BY DIRECT ROUTE.

U.S.S. "West Sequana" ... Due Hongkong 2nd Aug.
 Leave Hongkong 3rd Aug.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO, TO WEEKLY
 SAILINGS FOR ATLANTIC SEABOARD PORTS, THROUGH BILLS OF
 LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO MANILA, CEBU, ILOILO AND ZAMBOANGA.

U.S.S. "West Chopaka" ... Due Hongkong 11th Aug.
 Leave Hongkong 12th Aug.

TO MANILA AND SINGAPORE.

U.S.S. "West Carmona" ... Due Hongkong 17th Aug.
 Leave Hongkong 19th Aug.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

For Full Information Apply to

STRUTHERS AND BARRY.

L. EVERETT,

General Agent for

JAPAN-CHINA-PHILIPPINES.

INDO-CHINA-STRAITS & JAVA.

1st Floor, Queen's Building,

Phone Central No. 3008.

K. A. HEYUM, Esq. Agent.

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DODWELL & CO., LIMITED

For BOSTON & NEW YORK via SUEZ

S.S. "EGREMONT CASTLE" ... sailing on or about 11th Aug.
 S.S. "BOWES CASTLE" ... sailing on or about 7th Sept.

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.

FUMME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS.

REDUCED FARE FROM HONGKONG TO ITALIAN PORTS 286.

FOR SHANGHAI YOKOHAMA & KOBE.

S.S. "ROSANDRA" ... sailing on or about 2nd Sept.

FOR BRINDISI, VENICE & TRIESTE

via SINGAPORE, PENANG & COLOMBO.

S.S. "DUCHESSE D'AOSTA" ... sailing on or about 7th Aug.

S.S. "TRIESTE" ... sailing on or about end of Aug.

S.S. "ROSANDRA" ... sailing on or about end of Sept.

NATAL LINE OF STEAMERS.

From CALCUTTA and COLOMBO to SOUTH AFRICAN PORTS.

From Calcutta and Colombo

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:-

DODWELL & CO., LIMITED,

Agents.

